



DEPARTMENT OF THE ARMY
UNITED STATES ARMY GARRISON HEIDELBERG
UNIT 29237
APO AE 09102

IMEU-HEI-ZA

8 June 2006

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: United States Army Garrison Heidelberg Motorcycle Safety Campaign 2006

1. REFERENCES see Enclosure 2.

2. PURPOSE

In accordance with the USAREUR Commander's memorandum dated 27 March 2006, The United States Army Garrison Heidelberg (USAG H) has established a monthly Motorcycle Safety Training day, as part of the Motorcycle Safety Campaign. This training is designed to reduce the number of Soldiers killed in motorcycle accidents in Europe. While some accidents are unavoidable, many can be avoided with the proper skill set development and level of rider awareness. This campaign will develop rider skills and elevate rider awareness in order to contribute to safer riding practices within the Garrison Community.

3. PLAN

In order to increase motorcycle safety awareness and improve the riding skills within our community the USAG H is offering a monthly motorcycle safety training and awareness day. This training and awareness day will be conducted on the last Wednesday of each month during the summer months through September. (June 28th, July 26th, August 30th, & September 27th).

4. FOCUS AND SCOPE

Each training and awareness day will consist of classroom briefings and training conducted in the PHV Theater. These classes will be taught by the Garrison Safety Advisor and certified Motorcycle Safety Foundation (MSF) Instructors. The classroom portion will be followed by skills practice at the Heidelberg airfield MSF course. The group will then have lunch followed by a group ride. The day will culminate with an AAR and Lessons Learned session back at the theater.

5. SUMMARY

I strongly encourage maximum participation in this safety initiative. The positive training environment and the mentoring and camaraderie achieved through this program will help to foster a "Safe Riding is Cool" mentality within our local riding community. The ultimate goal is Zero motorcycle fatalities.

Willie E. Gaddis
WILLIE E. GADDIS
COL, AV
Commanding

United States Army Garrison Heidelberg
Motorcycle Safety Awareness Campaign

Daily Agenda

Each training and awareness day will follow the below schedule:

0900 Gather and sign in at the PHV Theater for a safety class/brief, program orientation, and rider training classes.

1030 move to the airfield to conduct skills training.

1145 receive ride route and safety brief

1200 split into rider groups (with mentors) and ride to lunch destination.

1330 conduct group ride and rendezvous at airfield at 1500.

1530 conduct AAR and discuss lessons learned.

1600 ENDEX

REFERENCES

DOD Instruction

DOD Instruction 6055.4, DOD Traffic Safety Program

Army Regulations

AR 210-22, Private Organizations on Department of the Army Installations

AR 385-10, The Army Safety Program

AR 385-55, Prevention of Motor Vehicle Accidents

Field Manual

FM 100-14, Risk Management

Army in Europe Publications

AE Regulation 55-1, United States Army Motor Vehicle Operations on Public Roads

AE Regulation 190-1, Registering and Operating Privately Owned Motor Vehicles in Germany

AE Regulation 385-55, Prevention of Motor-Vehicle Accidents

AE Pamphlet 385-15-6, Small Unit Composite Risk Management

Army in Europe Command Policy Letter 3, Safety

Army in Europe Motorcycle Safety Campaign memorandum 27 March 2006

Miscellaneous Publications

Memorandum, Chief of Staff of the Army, 28 December 2005, subject: Motorcycle Mentorship – Ride Smart, Ride Safe, Team Up!

(https://cra.army.mil/riskmanagement/driving_pov/MMP/CSA_Signed_MMP.pdf)

U.S. Army Motorcycle Mentorship Program

(https://cra.army.mil/riskmanagement/driving_pov/MMP/MC_Club_Mentor.doc)

U.S. Army Motorcycle Safety Guide

(https://cra.army.mil/riskmanagement/driving_pov/mcycycle_guide.doc)

RISK OVERVIEW: MOTORCYCLE OPERATIONS

Purpose. This enclosure provides risk-management guidance to leaders, supervisors, and motorcycle operators in the European theater. Army-wide accident data indicates that one or more of three principle factors are involved in motorcycle accidents: lack of personal discipline, lack of training, and lack of riding experience, especially when encountering environmental hazards (for example, poor road conditions, low visibility). Drivers of privately owned vehicles (POVs) are also a hazard for motorcyclists.

a. Accidents involving a lack of personal discipline far outnumber other accident types. In the Army in Europe, this is manifested primarily by riders driving too fast for conditions.

b. Most accidents where a lack of training is a factor are caused by riders who are unfamiliar with their motorcycles in “real-world” conditions. These accidents often occur when riders move up to a larger motorcycle or one with more horsepower. The number of bikes with high horsepower-to-weight ratios is high in the total accident data. Individuals who choose to ride after not having ridden for several years are also at risk. The European road system, with its higher speeds (and the temptation to ride at those speeds), significantly increases the risk to riders who are not completely familiar with their bikes or have not had proper training.

c. Sometimes even a properly trained and equipped rider has an accident. This is because motorcycles are inherently dangerous. Injuries suffered in motorcycle accidents are almost always more severe than in accidents involving other types of vehicles. The primary hazard for motorcycle riders is drivers of privately owned vehicles (POVs), because motorcycles are sometimes difficult for POV drivers to see. Several motorcycle-accident studies found a high number of riders in accidents involving right-of-way violations were wearing olive-drab and camouflage apparel. Regulations require riders to wear a brightly colored, outer upper garment during the day and a reflective upper garment at night. Although the reflective physical training (PT) belt meets the minimum requirement, riders should consider wearing a full, brightly colored safety vest while wearing PT or work uniforms. To be effective, reflective belts must be worn diagonally across the body and not around the waist where they can be covered by other clothing or backpacks.

d. Anticipating dangerous situations is a learned skill that comes with experience. Motorcyclists must choose a position within their lane to avoid road-surface hazards, other vehicles, mobile hazards (including pedestrians), and violations of their right-of-way. Riders should seek positions where they are in view of other drivers and pedestrians. In addition, the position should maximize their view of the road and traffic ahead.

SAFETY INITIATIVES: MOTORCYCLE OPERATIONS

1. Training.

a. AE Regulation 190-1 prescribes motorcycle licensing requirements.

b. All motorcycle operators must successfully complete a Motorcycle Safety Foundation (MSF) motorcycle safety course every 3 years. The MSF Experienced Rider Course (ERC) is offered by each United States Army garrison (USAG).

(1) The BRC includes about 16 hours of classroom and hands-on training and evaluation. The ERC is intended for experienced riders and includes about 8 hours of hands-on training and evaluation. Completion of the BRC or ERC within the last 3 years is a prerequisite to keeping a motorcycle endorsement on a U.S. Forces certificate of license when the license is renewed. Motorcycle endorsements become invalid if this 3-year period has lapsed, and riders will not be authorized to ride a motorcycle until they successfully complete the ERC.

(2) MSF courses are free of charge for military personnel and DOD civilian employees. Contractors and family members may also attend for free on a space-available basis.

(3) Individuals who do not have a valid country or U.S. State drivers license for a motorcycle are forbidden from attending any MSF course sponsored by the U.S. Forces in Europe.

(4) MSF training is not required for individuals operating a motorcycle with an attached sidecar or a three-wheeled motorcycle (trike).

c. IMA-EURO is developing a new voluntary program called *Ride Straight - Plus* to provide additional “real-world” training for motorcycle operators in Europe. This training will help motorcycle operators develop their skills and will teach them how to ride safely on European roads. This program is not intended to replace the ERC and may not be used instead of the ERC for licensing purposes. The program will be designed to enhance the rider’s skills through individual targeted riding exercises. The course may also be used to provide additional training for “high-risk” riders identified by commanders.

d. Commanders—

(1) Should require motorcycle riders to attend one of the regularly scheduled, USAG sponsored training courses (the BRC, the ERC, or the Ride Straight - Plus course) when they return from deployments of longer than 9 months, if they have not ridden for an extended period (as determined by the commander), or when they are determined to be at increased risk (for example, if they purchase a larger or more powerful motorcycle).

(2) Will provide motorcycle safety briefings to their personnel at least semiannually.

(3) At battalion and higher levels will identify an experienced motorcycle rider in the organization to help the commander as the subject-matter expert for motorcycle safety.

- (4) Should consider establishing a probationary period for new motorcycle riders.

2. Motorcycle Clubs and Mentorship.

a. The Army Chief of Staff has endorsed the concept of motorcycle mentorship and the formation of installation motorcycle clubs (as allowed by AR 210-22). The purpose of these clubs is to establish an organization where less-experienced riders and seasoned riders can create a supportive environment of responsible motorcycle riding and enjoyment. Such an environment leads to positive conduct and behavior, serves as a force multiplier, and supports motorcycle accident-prevention programs. A sample club charter is available on the USAREUR Safety website.

b. In conjunction with the formation of community motorcycle clubs, the Motorcycle Mentorship Program will allow veteran riders to pass on their knowledge, training, experiences, and safety skills to new motorcycle riders. Motorcycle mentors will have an opportunity to get to know their Soldiers and, by practicing their leadership, teaching, and coaching skills, will become better leaders. We will rely on these volunteer individuals to show our young riders what “right” looks like. Commanders should consider using the United States Army Combat Readiness Center (USACRC) Motorcycle Mentorship Program to structure a mentorship program in local motorcycle clubs.

c. Garrison commanders will support motorcycle clubs as private organizations within the limits of AR 210-22. Participation in these clubs will be strictly voluntary.

d. Motorcycle clubs will serve as force multipliers for the commander’s accident-reduction efforts. In support of these efforts, clubs can—

- (1) Act as a forum for education, awareness, and seasonal campaigns.
- (2) Conduct mentorship training seminars.
- (3) Conduct motorcycle buyers’ clinics.
- (4) Conduct motorcycle-maintenance seminars.
- (5) Promote an environment that fosters responsible riding and enjoyment.
- (6) Host group rides and rallies.
- (7) Maintain route files for group rides.
- (8) Educate riders on composite risk management with emphasis on safe motorcycle riding.
- (9) Educate nonriders (for example, through family readiness groups and unit safety-day events) on the need to be observant of motorcyclists.

e. When possible, commanders will ensure all new riders participate in the Garrison Motorcycle Mentorship Program. This can help the commander assess the maturity and skill level of new riders.

3. Enforcement.

- a. Commanders will consider violations of regulations when making line-of-duty determinations.
- b. Commanders may restrict or prohibit an individual's privilege to operate a motorcycle. Commanders will ensure riders understand that riding a motorcycle in the Army in Europe is a privilege that may be revoked if they engage in unsafe behavior either on or off a motorcycle.
- c. All Soldiers must notify their commander when they buy, rent, or borrow a motorcycle.
- d. Garrison commanders will ensure that the requirement to wear appropriate personnel protective equipment is enforced at all installation-gate checkpoints. Spot-checks of MSF training cards and proper motorcycle license endorsements should be made routinely.

4. Composite Risk Management.

- a. Commanders will "risk manage" Soldiers who ride motorcycles just as they do for every operation. To help commanders identify high-risk motorcycle operators, the USAREUR Safety Division created a motorcycle risk-management worksheet. This form must be completed and signed by the commander and presented to the driver testing station when a Soldier applies for a motorcycle license endorsement. The commander will keep the form on file and update it as the Soldier's risk factors change. The form is available on the USAREUR Safety website and will be incorporated into AE Regulation 385-55.
- b. Army in Europe Command Policy Letter 3 encourages commanders to have Soldiers complete the Army Safety Management Information System (ASMIS)-2 POV Risk Assessment module if they plan to operate privately owned vehicles (including motorcycles) while on leave, pass, temporary duty, or over a long weekend. This module is available on the USACRC website at <https://crc.army.mil/home/>.